



MD 702 IS ASSUMED TO RUN
IN A NORTH-SOUTH DIRECTION

GENERAL NOTES

1. ALL TRAFFIC SIGNAL FOUNDATIONS SHALL BE INSTALLED AT THE FINAL SIDEWALK OR CURB GRADE FOR CLOSED SECTIONS, HIGHEST ROADWAY PROFILE GRADE FOR OPEN SECTIONS, TO MEET CLEARANCES AS SPECIFIED IN MD 816.03, MD 818.01, MD 818.02, MD 818.04. THE CONTRACTOR SHALL VERIFY ULTIMATE GRADES PRIOR TO THE INSTALLATION OF ALL SIGNAL EQUIPMENT.
2. THE CONTRACTOR SHALL VERIFY ALL UNDERGROUND UTILITIES PRIOR TO INSTALLING PROPOSED SIGNAL EQUIPMENT. IF ANY UTILITY CONFLICTS SHOULD ARISE THE CONTRACTOR SHALL CONTACT THE PROJECT ENGINEER.
3. VIDEO CAMERA LOCATION / ALIGNING SHALL BE COORDINATED WITH THE SHA ENGINEER.
4. THE CONTRACTOR SHALL CONTACT SHA TO SCHEDULE RETROFITTING OF THE CONTROLLER EQUIPMENT IN ORDER TO OPERATE VIDEO DETECTION EQUIPMENT.
5. THE CONTRACTOR SHALL VERIFY ALL PROPOSED POLE LOCATIONS PRIOR TO INSTALLATION.
6. ALL EXISTING TRAFFIC SIGNAL EQUIPMENT REMOVED SHALL BECOME THE PROPERTY OF THE SIGNAL CONTRACTOR UPON COMPLETION OF THE NEW SIGNAL.
7. THE CONTRACTOR SHALL BE RESPONSIBLE FOR TERMINATING ALL SIGNAL CABLES TO THE APPROPRIATE TERMINALS AND PROPERLY LABEL EACH CABLE.
8. REMOVE AND DISPOSE OF ALL UNUSED SIGNAL CABLE.
9. PUSHBUTTONS ARE TO BE LOCATED SO THAT THEY CAN BE ACTIVATED BY A PERSON IN A WHEELCHAIR REACHING LESS THAN 18" FROM A 60" X 60" LEVEL LANDING AREA WITH A CROSS SLOPE OF LESS THAN OR EQUAL TO 2%.
10. THE 10' SEPARATION BETWEEN PUSHBUTTONS IS TO BE MEASURED FROM FACE OF PUSHBUTTON TO FACE OF PUSHBUTTON, NOT CENTER TO CENTER OF POLE.

GENERAL NOTES

11. PUSHBUTTON ARROWS ARE TO BE PARALLEL TO THE CROSSING FOR WHICH THEY ARE INTENDED.
12. LOCATION OF ACCESSIBLE PEDESTRIAN SIGNAL PUSHBUTTONS MUST MEET LOCATION REQUIREMENTS OF MUTCD SEC. 4E.09 AND FIG. 4E-2 AND THE NCHRP PUBLICATION, "ACCESSIBLE PEDESTRIAN SIGNALS: GUIDE TO BEST PRACTICE". IF NOT MET, THE CONTRACTOR IS TO STOP WORK ON PUSHBUTTON LOCATIONS UNTIL A DESIGN WAIVER IS OBTAINED, APPROVED BY THE DIRECTOR, OFFICE OF TRAFFIC AND SAFETY.
13. ALL SIDEWALK RAMPS SHALL BE INSTALLED AS PER STANDARDS MD 655.11 AND MD 655.12.

CONSTRUCTION DETAILS

- A. USE EXISTING STRAIN POLE. REMOVE EXISTING PEDESTRIAN SIGNAL HEAD AND PUSHBUTTON. INSTALL L.E.D. COUNTDOWN PEDESTRIAN SIGNAL HEAD AND AUDIBLE/TACTILE PEDESTRIAN PUSHBUTTON INSTALLED WITH VIBRATING ARROW POINTING RIGHT AND R10-3(1) SIGN. (SIGN TO READ "PUSH BUTTON TO CROSS SOUTHEAST BOULEVARD"). DISCONNECT EXISTING PUSHBUTTON ELECTRICAL CABLE AND CONNECT ELECTRICAL CABLE TO NEW PUSHBUTTON. CLEAN EXISTING DRILLED HOLES WITH BRUSH AND SPRAY COLD GALVANIZING COMPOUND ON THE AFFECTED AREAS. INSTALL VIDEO DETECTION CAMERA MOUNTED WITHIN 3 FT OF TOP OF STRAIN POLE.
- B. USE EXISTING STRAIN POLE. REMOVE EXISTING PEDESTRIAN SIGNAL HEAD AND PUSHBUTTON. INSTALL L.E.D. COUNTDOWN PEDESTRIAN SIGNAL HEAD. CLEAN EXISTING DRILLED HOLES WITH BRUSH AND SPRAY COLD GALVANIZING COMPOUND ON THE AFFECTED AREAS.
- C. USE EXISTING STRAIN POLE. INSTALL VIDEO DETECTION CAMERA MOUNTED WITHIN 3 FT OF TOP OF STRAIN POLE.
- D. INSTALL CONCRETE FOUNDATION WITH 10 FT. STEEL PEDESTAL POLE (CUT TO 5 FT.) WITH MODIFIED BREAKAWAY BASE STANDARD NO. MD 801.01-01. AUDIBLE/TACTILE PEDESTRIAN PUSHBUTTON INSTALLED WITH VIBRATING ARROW POINTING LEFT AND R10-3(1) SIGN. (SIGN TO READ "PUSH BUTTON TO CROSS SOUTHEAST BOULEVARD"). (INSTALL 1-3 IN. SCHEDULE 80, 90 DEGREE PVC ELECTRICAL CONDUIT BENDS IN PEDESTAL BASE).
- E. INSTALL HANDHOLE.
- F. INSTALL 3 IN. PVC SCHEDULE 80 ELECTRICAL CONDUIT - TRENCHED.
- G. INSTALL 12 IN. HEAT APPLIED, WHITE PERMANENT PREFORMED THERMOPLASTIC PAVEMENT MARKING FOR CROSSWALKS.
- H. INSTALL 24 IN. HEAT APPLIED, WHITE PERMANENT PREFORMED THERMOPLASTIC PAVEMENT MARKING FOR STOP LINE.
- J. USE EXISTING BASE MOUNTED CONTROLLER AND CABINET. INSTALL AUDIBLE/TACTILE PEDESTRIAN PUSHBUTTON BASE UNIT. (NOTE: SHA FORCES SHALL RETROFIT CONTROLLER EQUIPMENT TO OPERATE VIDEO DETECTION EQUIPMENT).
- K. USE EXISTING HANDHOLE.
- L. USE EXISTING CONDUIT.
- M. USE EXISTING SPAN WIRE AND REMOVE EXISTING SIGNAL HEADS AND SIGN AND INSTALL NEW L.E.D. SIGNAL HEADS.
- N. USE EXISTING SPAN WIRE AND REMOVE EXISTING SIGNAL HEADS AND INSTALL NEW L.E.D. SIGNAL HEADS.
- O. INSTALL SIDEWALK RAMP (STANDARD NO. MD 655.11) AND DETECTABLE WARNING SURFACE (STANDARD NO. MD 655.40).
- P. REMOVE EXISTING SIDEWALK RAMP AND INSTALL SIDEWALK RAMP (STANDARD NO. MD 655.11) AND DETECTABLE WARNING SURFACE (STANDARD NO. MD 655.40).
- Q. REMOVE EXISTING SIDEWALK RAMP, BACKFILL, SEED AND MULCH.
- R. ABANDON EXISTING LOOP DETECTOR. DISCONNECT AND REMOVE LOOP DETECTOR CABLES FROM CONDUITS, HANDHOLES, SIGNAL STRUCTURES AND CONTROLLER.
- S. REMOVE EXISTING PAVEMENT MARKINGS.
- T. REMOVE EXISTING PAVEMENT MARKINGS (CROSSWALK AND ALL HATCHING).
- U. INSTALL 5 IN. CONCRETE SIDEWALK.

TOD No: XX449-52
SHA No: BA838A58/B58
MD 702 @ East Homberg Avenue

GEOMETRIC LEGEND	
---	EXISTING
---	PROPOSED
UTILITY LEGEND	
—SD—	STORM DRAIN
—G—	GAS MAIN
—W—	WATER MAIN
—S—	SEWER MAIN
—E—	ELECTRIC CABLES
—A—	AERIAL CABLES
—T—	TELEPHONE CABLES
—F—	FIBER-OPTIC

WR&A
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APPROVALS	
TEAM LEADER	
ASST. DIR. CHIEF	
DIVISION CHIEF	
OFFICE DIRECTOR	

REVISIONS	

SHA STATE OF MARYLAND
DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION
OFFICE OF TRAFFIC & SAFETY
TRAFFIC ENGINEERING DESIGN DIVISION
MD 702 (Southeast Blvd) and East Homberg Avenue
Essex, Maryland

TRAFFIC SIGNALIZATION PLAN			
SCALE 1" = 20' ADVERTISED DATE 2/5/1987 CONTRACT NO. B-546-502-471			
DESIGNED BY	G. Simmers	COUNTY	Baltimore
DRAWN BY	G. Simmers	LOGMILE	03070202.32
CHECKED BY		TIMS NO.	J703
F.A.P. NO.		TOD NO.	
TS NO. 2276A	DRAWING TSP-1	OF 2	SHEET NO. 1 OF 2

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